

MICHIGAN TRUCK SAFETY COMMISSION **ANNUAL REPORT** FISCAL YEAR **2006**





MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT  
Fiscal Year 2006  
October 1, 2005 - September 30, 2006  
Pursuant to Public Act 348 of 1988  
November 15, 2006

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MICHIGAN TRUCK SAFETY COMMISSION  
**MISSION STATEMENT**

*"To improve truck safety by  
providing Michigan's trucking  
industry and the citizens  
of Michigan with effective  
educational programs, and  
by addressing significant  
truck safety issues."*



## 2006 MTSC COMMISSIONERS



**DR. JACQUELINE A. EL-SAYED, CHAIR**  
*Kettering University*  
Representing 4-year colleges and universities



**JAMES C. PARRINELLO**  
*Michigan Teamsters Joint Council*  
Representing organized labor



**VINCENT J. BRENNAN**  
*Michigan Transportation Commission*



**CAPTAIN ROBERT R. POWERS**  
*Michigan Department of State Police*  
Motor Carrier Division



**TIMOTHY R. KALTENBACH**  
*Lansing City Council*  
Representing the general public



**MICHAEL L. PRINCE**  
*Office of Highway Safety Planning*



**HON. TERRI LYNN LAND**  
*Michigan Secretary of State*



**JAMES A. VAN ZOEREN**  
*Alvan Motor Freight, Inc.*  
Representing the Michigan Trucking Association



**ROBERT E. MCFARLAND**  
*Foster, Swift, Collins & Smith, PC*  
Representing private motor carriers



**DAVID ZICK**  
*Group Associates, Inc.*  
Representing the general public



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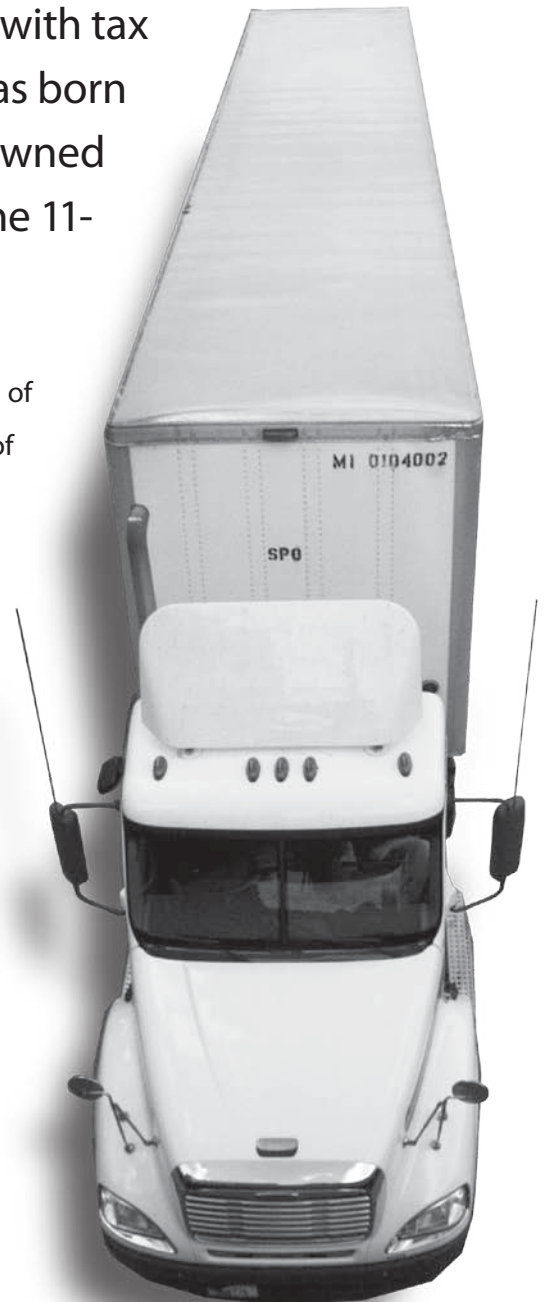


# INTRODUCTION

The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry. The 11-member Commission meets bimonthly.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the fund is used to support truck driver safety education programs, conducted by the Michigan Center for Truck Safety.



# STRATEGIC PLAN

**T**he Governor's Traffic Safety Advisory Commission (GTSAC) provides leadership in the identification of state and local traffic safety issues and promotes recommended strategies to address them.

In October 2004, the GTSAC began work on a statewide strategic highway safety plan. A comprehensive group, representing a cross section of Michigan's traffic safety community, was called together to develop priority areas in order to meet the state's goal of one death for every 100 million vehicle miles driven (VMT). The group arrived at twelve safety emphasis areas, including commercial vehicle safety.

The MTSC was asked to serve as the Commercial Vehicle Safety Action Team to address those issues for the GTSAC. Consequently, the MTSC Strategic Plan is also the Action Plan for the Commercial Vehicle Safety Action Team.

The MTSC developed the strategic plan in late 2005. An MTSC working group identified issues and strategies from the national and state agenda and carried them forward into the Michigan plan, as well as other issues and strategies not mentioned in the national plan.





## CMV BELT OBSERVATION SURVEY

I ncreasing safety belt use is one of the most effective ways of reducing injuries and fatalities, yet more than 50 percent of the nation's commercial motor vehicle (CMV) drivers drive unbuckled. A national observational study conducted by the U.S. Department of Transportation (USDOT) and the Federal Motor Carrier Safety Administration (FMCSA) in 2003 found that safety belt use among CMV drivers was 48 percent. Michigan was not one of the twelve states included in the 2003 study.

In the spring of 2006 the MTSC sponsored an observational survey for commercial motor vehicles statewide to determine the baseline data needed to serve as the performance measure and guideline of educational and enforcement programs. During this observation period, a total of 2,528 vehicles were observed at 181 observation sites randomly selected to represent statewide safety belt use. The total number of safety belt observations, including drivers and passengers, was 2,644.

The report, conducted by the Wayne State University Transportation Research Group, found that truck drivers operating in Michigan use safety belts 74.1 percent of the time. The rate for passengers in trucks was significantly lower at 53.4 percent. The overall weighted safety belt use rate for drivers and passengers of commercial motor vehicles traveling through Michigan is 73.6 percent. To obtain a copy of the full report, please visit [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp), click on the *Other Safety Programs* and then click on *CMV Safety Belt Survey Report* under the Michigan Truck Safety Commission heading.

The CMV belt use rate is in stark contrast to the state's belt use rate for passenger vehicles, which stands at 94.3 percent in 2006. A combination of periodic, high visibility enforcement periods,

along with a primary enforcement law, has helped propel the state's passenger vehicle safety belt use rate to one of the highest in the country.

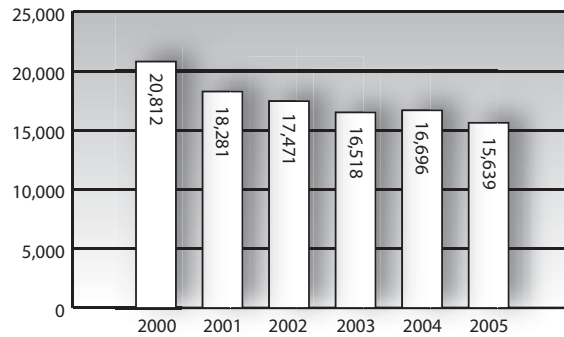
To address lower safety belt use among CMV drivers, work was initiated on a Commercial Motor Vehicle Safety Belt Action Plan. This plan will promote safety belt use through education and enforcement. It is essential to know Michigan's CMV driver safety belt use rate to develop future safety programs.



# CRASH PROFILE 2000-2005

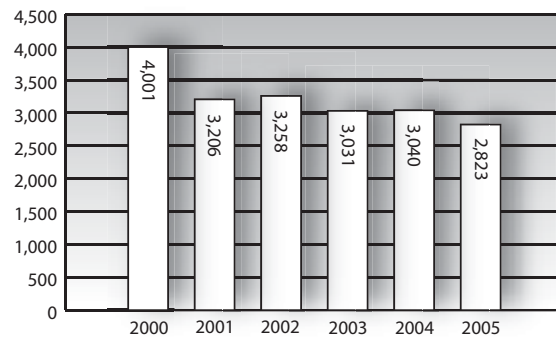
The following commercial motor vehicle (CMV) crash information shows general trends from 2000-2005. Since 2000, there have been positive gains made in all aspects of CMV crashes even as

the number of CMVs and drivers has increased during this same time period. This is likely due, in part, to increased focus on educational programs and enforcement activities.



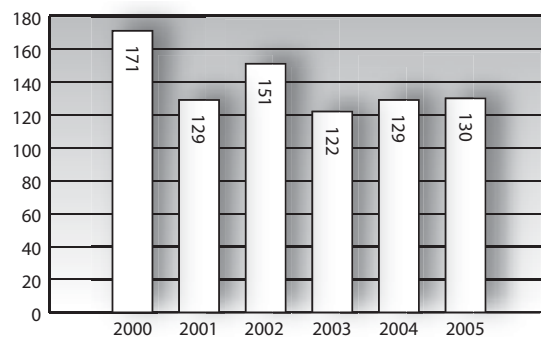
## COMMERCIAL MOTOR VEHICLE CRASHES

*CMV crashes have decreased 25% since 2000*



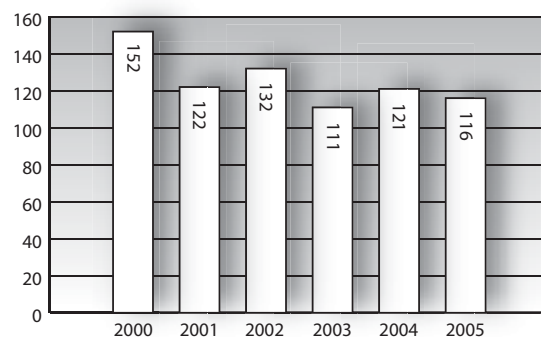
## COMMERCIAL MOTOR VEHICLE INJURY CRASHES

*CMV injury crashes have decreased 29% since 2000*



## COMMERCIAL MOTOR VEHICLE FATALITIES

*CMV fatal crashes have decreased 24% since 2000*

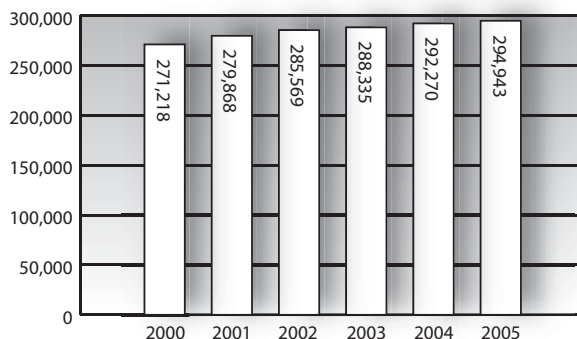


## COMMERCIAL MOTOR VEHICLE FATAL CRASHES

*CMV fatal crashes have decreased almost 24% since 2000*

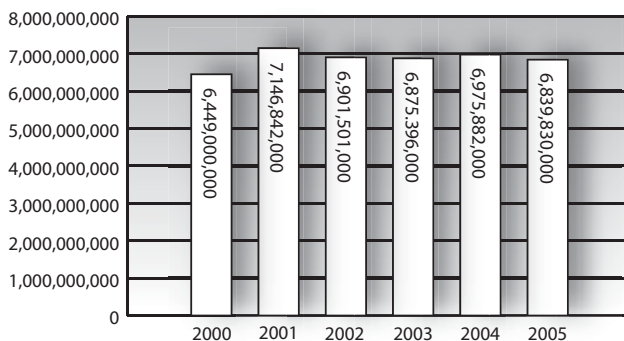
### COMMERCIAL DRIVER LICENSES

*CDLs have increased 5% since 2000*



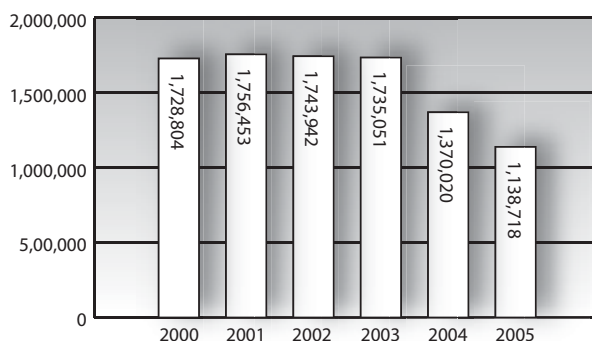
### CMV VEHICLE MILES TRAVELED

*CMV VMTs have decreased 4.3% since 2001*



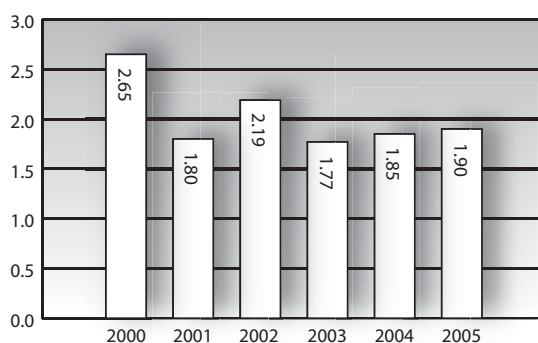
### REGISTERED COMMERCIAL MOTOR VEHICLES

*Registered CMVs dropped from 2003 to 2004 because starting March 2004, privately owned pick ups and vans were reclassified by the Michigan Secretary of State to passenger registrations*



### FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

*Since 2001 there has been no upward or downward trend in fatalities per 100 million VMT*







# MICHIGAN CENTER FOR TRUCK SAFETY



**T**he Michigan Center for Truck Safety (MCTS) is responsible for the day-to-day operation of educational programs sponsored by the MTSC. The Center is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc.

The MCTS serves as a focal point for truck driver training and educational programs. The Lansing staff consists of a director, two safety/management specialists, director of communications, clerical assistant, and information coordinator. The Lansing facility includes administrative offices, storage, and a conference/training room. The Upper Peninsula office in Escanaba consists of two directors of safety. Training programs and safety reviews are conducted virtually every day. Facilities are used for training program development and delivery and meetings.

## TRAINING

In conjunction with the MTA, the Center hosted the fourth annual Michigan Truck Exhibition and Safety Symposium in February 2006. Almost 300 people attended sessions taught by Center staff and other industry representatives. Federal Motor Carrier Safety Administration Division Administrator Timothy Cotter presented the Center's "Partner in Safety" awards at the MTA Safety Awards Banquet during the event. Five individuals and organizations were cited for their contributions to the MCTS and truck safety in general:

### ACCIDENT FUND INSURANCE COMPANY OF AMERICA

*For its participation in the decision driving course and its recommendation of the course to its policyholders*

### AUTO-OWNERS INSURANCE COMPANY

*For its willingness to educate its policyholders about truck safety and its agents about the Center and its services*

### GREAT WEST CASUALTY COMPANY

*For its participation in and promotion of Center programs*

### TOM JOHNSON, I-M CHARITIES

*For organizing the Tom Izzo/Steve Mariucci public service announcements (PSAs)*

### TOM IZZO, MICHIGAN STATE UNIVERSITY

*For donating his time for truck safety PSAs*

### STEVE MARIUCCI

*For donating his time for truck safety PSAs*



*Von Chamberlain of Great West Casualty accepts the company's Partner in Safety award at the 2006 Michigan Safety Awards Banquet.*

The MCTS continued to partner with Eaton Corporation to operate the Michigan Center for Decision Driving (MCDD) in Marshall. MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. The Center contracts with the Eaton Corporation on a per-student basis for training and the facility's use. During this fiscal year 2,646 drivers completed the program at the Marshall facility, an 18 percent increase from 2,228 for FY05. In FY06, 221 were from out-of-state, or 8 percent, while 230 were from out-of-state in FY05, or just over 10 percent.

The Center runs the Upper Peninsula Decision Driving Course (skid pad/classroom) at the Upper Peninsula State Fairgrounds in Escanaba. This year, 91 drivers completed the program, a 32 percent decrease from 134 drivers for FY05.









Additionally, the Center worked with U.S. DOT FMCSA and the Michigan Department of State Police, Motor Carrier Division, to provide materials for the new entrant program, along with training seminars for new entrants. Motor carriers applying for a U.S. DOT number to operate in interstate commerce or for interstate operating authority are being instructed by FMCSA that they will be vis-

Two inspection videos/CDs/DVDs remain available for Michigan trucking companies. The ninth edition of the Truck Driver's Guidebook

MICHIGAN CENTER FOR TRUCK SAFETY 13

The Southeast Michigan consultant promotes and markets the Center's programs in the Detroit area, including the "Are you Truck SMART?" cam-

Finally, the Center provides national and industry perspectives to the Commission for truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration, the Commercial Vehicle Safety Alliance, the ATA, and The North American Transportation Management Institute. On a statewide basis, the Center has also been working with the Network of Employers for Traffic Safety, GTSAC, and traffic safety associations.





## "ARE YOU TRUCK SMART?"

The Center continued and expanded its "Are you Truck SMART?" program in FY06 (for industry, Safety Management and Resource Training, and for the public, Safe Motoring and Responsible Transportation). Banners were created for Center exhibitions and for companies to hang in their offices (the Southeastern safety consultant has distributed 35 to date). A Truck SMART brochure is currently being created, with tips on how to share the road with large trucks. The Center also partnered with the Teamsters for a press conference to kick off a joint Truck SMART campaign in June. This was covered by **Michigan Radio Network** (58 stations), **WJIM**-Lansing, **WILS**-Lansing, **WWJ**-Southfield, and *Business Today* on **WILX-TV** Lansing.

A January press release on the increase in truck crashes and fatalities, along with "Truck SMART" tips, was printed in eight newspapers in: Pontiac, Ithaca, Parma, Harbor Beach, Dearborn Heights, Dearborn, and Bad Axe.

For its work with OHSP on Operation S.A.B.R.E. (Speed, Alcohol, Belts, Rural Enforcement) and for training programs, the Center's U.P. Office was mentioned in Manistique, Escanaba, Houghton, and Iron Mountain papers. Because of its work with the Give 'em a Brake Coalition, MCTS was also mentioned in papers in Three Rivers, Mason, and Holt, and a CDL Driver Informational Meeting received free advertising in the *Hastings Reminder*.

Promotional items featuring a Truck SMART message were distributed to the public at events, like the Upper Peninsula State Fair, where drivers were allowed to sit in a truck and view the blind spots.

The TV and radio PSAs featuring Tom Izzo, head coach of men's basketball at Michigan State University, and Steve Mariucci, former head coach of the Detroit Lions, continued to run at the beginning of the fiscal year but were discontinued after a change in the Detroit Lions' personnel. One spot demonstrated trucks' large blind spots, and the

other showed trucks' stopping distance. Both spots incorporated animation to better illustrate where the blind spots are and the stopping distance from an aerial view.

The Center's print PSA on blind spots continued to be used in newspapers throughout the state including papers in Holland, Milan, Belleville, Garden City, Houghton, and Birmingham.

The Center was either the focus of or mentioned in articles for *The Greater Lansing Business Monthly*, *Cross Section* (Michigan Infrastructure & Transportation Association), *Safety & Health* (National Safety Council), *Association News* (Michigan Society of Association Executives), and *NETS Talk*. The Center advertised in the "State Individual Wrestling Finals Preview Guide" and in the Michigan Driver & Traffic Safety Education Association newsletter.

The Center also worked with the "Slow Down to Get Around" Coalition to produce video and radio PSAs on how to safely pass service vehicles. The Lansing-area coalition was organized to encourage slowing down around work vehicles, such as waste haulers and utility trucks, on the road. Center staff also worked on the press conference held in June and continues to work with the coalition.

Michigan Trucking Association's Road Team travels the state as goodwill ambassadors for the trucking industry, speaking before educational groups on truck-related issues. Its mission is to foster safety on Michigan highways and to explain the responsibilities of car drivers with respect to large trucks.

Over 725 students learned car and truck safety in thirteen school districts and private driving classes around the state. The Road Team now has six active drivers, all of whom volunteer their time and driving talents with the support of their respective employers: Tim Bean, R. Bean & Son, Howard City; Mark Cotter, Con-Way Central Express, Mason; Mike Diegel, Causley Trucking, Saginaw; David Gulock, Cassens Transport, Warren; Ronald Looks, Con-Way Central Express, Cadillac; and David Scott, Con-Way Central Express, Romulus.



## FUTURE ACTIVITIES

- >> Obtain a mobile truck simulator.
- >> Expand reach by adding new entrants to the mailing list as supplied quarterly by FMCSA.
- >> Develop a "Truck SMART" brochure illustrating how to be a smart driver around trucks.
- >> Work with OHSP and the Motor Carrier Division to promote FMCSA's new enforcement program targeting car drivers who drive dangerously around trucks.
- >> Co-host the fifth annual Michigan Truck Exposition & Safety Symposium in February 2007.



## ENFORCEMENT

This year's overtime enforcement grant with the Michigan Department of State Police, Motor Carrier Division had two different Special Transportation Enforcement Team (STET) objectives. The first objective was the standard STET operation mandated by the MTSC statute. The second objective was STET operations on overtime. Part of the grant requires each district commander to develop appropriate evaluation tools for STET operations.

The Motor Carrier Division also issued press releases, one in the spring and a second in the fall, explaining what STET operations are and how they are important to highway safety. These releases are part of the division's outreach efforts. Several media inquiries and stories resulted from the press releases.

### AWARD PROGRAM

This year's grant also provided funding to purchase prizes for the annual "Award for Excellence in Commercial Vehicle Safety," sponsored by the Michigan Association of Chiefs of Police (MACP).

### EDUCATION

The Motor Carrier Division continues to produce and publish the CMV Enforcement Quarterly, a publication distributed to law enforcement agencies, prosecutors' offices, and district court magistrates. The Quarterly is exclusively distributed electronically through a listserv operated by MCD. It is also placed on MCD's web site.

The division purchased and distributed 220 copies of the current Federal Motor Carrier Safety Regulations (FMCSR) to each county prosecutor and district court magistrate. Access to a current FMCSR has been a problem in local courts.

The prizes were presented at MACP's Mid-Winter Conference in Grand Rapids in February 2006. The award was broken down into categories by agency size, with separate categories for Sheriff Departments and MSP posts.

#### THE WINNING AGENCIES FOR THE 2005 AWARD ARE:

Class I (1-10 officers)	No Entries
Class II (11-35 officers)	<b>HURON TOWNSHIP POLICE DEPARTMENT</b>
Class III (36+ officers)	<b>ROYAL OAK POLICE DEPARTMENT</b>
Sheriff's Office	<b>OAKLAND COUNTY SHERIFF DEPARTMENT</b>
State Police Post	<b>ROCKFORD POST</b>





EMERGENCY  
TOFF

**DANGER**  
READ INSTRUCTIONS  
BEFORE OPERATING  
**CAUTION**  
DO NOT OPERATE THIS  
EQUIPMENT WITHOUT  
PROPER TRAINING AND  
SUPERVISION. SEE  
MANUAL FOR DETAILS.

**DANGER**  
DISCHARGE HIGH  
PRESSURE FLUIDS  
BEFORE OPENING  
DISCHARGE VALVE  
**DANGER**  
THIS TANK MAY  
CONTAIN HOT FLUIDS

1760  
8

# STET STATISTICS

## MICHIGAN DEPARTMENT OF STATE POLICE, MOTOR CARRIER DIVISION

	Regular STETs	Holiday/Sunday STETs	Total
<b>Safety Inspections</b>	2,271	474	2,745
<b>Verbal Warnings</b>	2,197	241	2,438
<b>Total Vehicle Stops</b>	7,289	781	8,070
<b>Total Citations</b>	4,948	580	5,528
<b>Speeding</b>	2,697	321	3,018
<b>Moving Traffic</b>	158	25	183
<b>Seat Belt</b>	1,427	155	1,582
<b>CDL</b>	211	18	229
<b>Illegal Parking</b>	80	4	84
<b>Log Book</b>	375	57	432



## FUTURE MTSC ACTIVITIES

**A**s the Commission approaches 2007, several new activities and projects are planned:

- >> Monitor all activities in the Strategic Plan
- >> Create a CMV Safety Belt Action Plan
- >> Explore future E-learning capabilities



*Michigan Center for Truck Safety Director Michael Irwin thanks departing MTSC Chair John Theroux for his years of service on the Commission. Theroux was the longest-serving member of the Commission, joining in 1994 and acting as chair from 2004 to 2006.*

# TRUCK SAFETY FUND

## STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDED SEPTEMBER 30, 2006

	Year Ended 9/30/05	Year Ended 9/30/06
<b>REVENUES</b>		
Truck Registration Fees (see Note A)	\$1,982,550	\$2,050,517
Variable Interstate Fees	566,338	522,170
<b>Total</b>	<b>\$2,548,888</b>	<b>\$2,572,687</b>
<b>EXPENDITURES</b>		
Education Programs	\$1,367,988	\$1,505,967
Enforcement	931,226	960,762
Research/Other	0	206
Administration	60,560	52,638
<b>Total</b>	<b>\$2,359,774</b>	<b>\$2,519,573</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	\$189,114	\$53,114
<b>BEGINNING FUND BALANCE</b>		
<b>Total</b>	<b>\$2,160,607</b>	<b>\$2,041,799</b>
<b>ENDING FUND BALANCE</b> (see Note B)		
<b>Total</b>	<b>\$2,041,799</b>	<b>\$2,094,913</b>

### NOTE A: Summary of Significant Accounting Policies

**Method of Accounting** - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. The prior year totals have been revised in this report to reflect final year-end amounts.

### FUNDING SOURCES FOR THE TRUCK SAFETY FUND

- >> \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- >> Interstate registration fees collected by the Michigan Department of Labor & Economic Growth (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws)

**NOTE B:** In 2005, the State of Michigan was required to pay a settlement resulting from a lawsuit. A portion of the suit was paid from the fund balance of the Truck Safety Fund, which is reflected in the ending fund balance for 2005.





# PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws  
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
  - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
  - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
  - (c) The Secretary of State.
  - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
  - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
    - (i) One individual representing Michigan community colleges.
    - (ii) One individual representing 4-year colleges or universities.
    - (iii) One individual representing the Michigan Trucking Association.
    - (iv) One individual representing private motor carriers.
    - (v) One individual representing organized labor.
    - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
  - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
  - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
    - (i) Establishing truck driver safety education programs.
    - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
    - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the



United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

- (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
  - (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
  - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
  - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.







